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The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 371 日九初月五年二十二緒光 FRIDAY, JUNE 19, 1896. 五拜禮 號九十月六英港香 THIRTY DOLLARS PER ANNUM.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,125,000
PAID-UP£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months.....4 per cent.
" 6 " 3½ "
" 3 " 2½ "

J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 5,750,000
RESERVE LIABILITY OF PROPTORS...$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving. | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896. [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

Intimations.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the SEVENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICE, No. 27, Queen's Road, TO-MORROW, the 20th June, at NOON, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1896, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 20th June, both days inclusive.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.
Hongkong, 19th June, 1896. [913

SERRAVALLO'S
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.
Hongkong, 22nd May, 1896. [913

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,086,402 Stg. The premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896. [464

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

TYPHOON INSURANCE.

THE above COMPANY are prepared to ACCEPT RISKS on BUILDINGS against LOSS or DAMAGE by TYPHOONS at Moderate Rates.

For Particulars apply to
WM. MACBEAN,
Local Manager,
HONGKONG BRANCH,
No. 2, Duddell Street.
Hongkong, 8th June, 1896 [941

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have This Day been appointed AGENTS, and are prepared to accept RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1896. [742

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL£2,000,000
TOTAL FUNDS AND SECURITY.....£2,480,053
NET ANNUAL FIRE PREMIA.....£ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [910

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [34

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333-33.
EQUAL TO
RESERVE FUND..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUM, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1895. [43

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1896. [247

Intimations.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above COMPANY will be held at the COMPANY'S OFFICE, No. 14, Praya Central, Hongkong, on MONDAY, the 22nd day of June, 1896, at 3 o'clock P.M., when the Subjoined Resolution will be proposed.

That the Articles of Association be altered in manner following:—

(a) Paragraph 10 of Article 2, which now reads as follows:—"Auditors, Secretary, "and Manager mean those respective "Officers from time to time of the "Company" and the marginal note of the same paragraph shall be cancelled, and in lieu thereof the following marginal note and paragraph shall be inserted, that is to say,

"Chief Manager	"Chief Manager,
"Secretary	"Secretary and
"and Auditors"	"Auditors respectively mean the "persons for the "time being performing the duties "of these respective "officers."

(b) In Article 69 the words "One Thousand Dollars" shall be eliminated and there shall be substituted therefor the words "Two Thousand Dollars."

(c) In Article 70 the words "Chief Manager" shall be substituted for the word "Manager."

(d) In Article 72 and in the marginal note thereof the word "Manager," where it occurs, shall be eliminated and the words "Chief Manager" shall be substituted therefor.

(e) At the end of Articles 83 and 87 there shall be added the words "or Chief Manager."

Should the above Resolution be duly passed it will be submitted for confirmation as a Special Resolution to a second Extraordinary General Meeting which will be subsequently convened.

Dated the 10th day of June, 1896.

By Order of the Board,
THOS. I. ROSE,
Secretary.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
STRAITS and BOMBAY ...	*Rohilla*	F. N. Tillard	Noon, 20th June...	Freight or Passage.
LONDON	*Japan*	T. Leigh	About 25th June...	Freight or Passage.
JAPAN, &c.	*Sunda*	E. H. Gordon	About 26th June...	Freight or Passage, (Passing through the Inland Sea.)
SHANGHAI	*Pekin*	J. F. Jephson	About 28th June...	Freight or Passage.
LONDON, &c.	*Kaisar-i-Hind*	C. L. Daniel	Noon, 2nd July...	See Special Advertisement.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 10th June, 1896. [431

THE HONGKONG BUTCHERY,

Nos. 11, 13 and 15 Central Market.

TRY OUR

VEAL SAUSAGES 25 Cents per lb.

SHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM,
Hongkong, 18th June, 1895. PROPRIETOR. [49

THE PHARMACY.

TANSAN, TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
605]



TRADE MARK.
Hong Names:—
YUEN WO.
TELEPHONE, No. 135.

TARRAGONA.

A FULL RICH
SPANISH PORT,
EXCELLENT VALUE.

Per 1 Dozen Bottle.....$6

SOLE AGENTS:—
GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 17th June, 1896. [420

BILLIARDS
AT H.K. HOTEL
THREE PRIZES.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

JOAN & MRS. CARR, BY RITA.
The Girl at Birrell's, by Henry.
Village Tales & Jungle Tragedies, by W. Croker.
Black and White Academy Pictures.
Catalogue Salon Illustré—1896.
Figaro Salon—1896.
L'Illustration Salon.
Rome, par Emile Zola.

ROYAL ACADEMY PICTURES.
Tourist's Guide to Japan.
Graphic Special Academy Numbers.
Stranger's Hand-Book to the Japanese Language.
Japanese Fairy Tales.
New Stock Silurian Note Paper and Envelopes.

BOOKS, STATIONERY and FANCY GOODS.
WAREHOUSE:—QUEEN'S ROAD, HONGKONG. [899

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code.
TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895. [96

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERYING COMPOSITION is acknowledged to be the best in the East.

TESTIMONIALS referring to above may be seen anytime at this Office.

ESTIMATES given for work finished complete.

W. JACKSON, Manager.
Hongkong, 13th May, 1896. [30

LANE, CRAWFORD & CO.

COCKBURN'S V.O. & E.V.O. SCOTCH WHISKIES.
TEACHER'S HIGHLAND CREAM.
AYALA'S CHAMPAGNE.
SACCONE'S HELICON, PALE DRY, MANZANILLA and AMONTILLADO SHERRIES.
M. B. FOSTER & SONS (Bugle Brand) bottling of BASS'S BEER and GUINNESS'S STOUT.
CALIFORNIA RED and WHITE WINES.
ADET SEWARD & Co.'s MEDOC, COTES DU BOURG and other CLARETS.
HENNESSY'S BRANDIES.
RED HEART RUM. BOORD'S OLD TOM.
PLYMOUTH GIN. HOBOKEN'S HOLLANDS.
FRENCH and ITALIAN VERMOUTH.
The well-known R. S. PORT.
BITTERS, LIQUEURS, SYRUPS, CORDIALS, &c.

LANE, CRAWFORD & CO.
Hongkong, 19th June, 1896. [273

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints$35 per case.
do 1 " quarts$33 "

SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [803

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

NOISELESS. SMOKELESS.



SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
47] NO PROFESSIONAL ENGINEER REQUIRED.



"EXTRA SPECIAL FINEST LIQUEUR WHISKY."

PER 1 DOZ. BOTTLES$12.00.

TELEPHONE—75. Full strength, thoroughly matured by age and Very Pure; this Whisky has by far the largest sale of any Brand in HONGKONG and CHINA.

CALDBECK, MACGREGOR & Co.,
15, *Queen's Road*, *WINE and SPIRIT MERCHANTS.*
Hongkong, 13th June, 1896. 99

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [160

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ship.

We are the only Water-Boat Company in Hongkong exclusively Supplying FILTERED WATER.

Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BOAT Co.,
18, Praya Central.
Hongkong, 7th October, 1895. [96

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to enlarge, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.
Hongkong, 22nd September, 1894. [45

To-day's Advertisements.

W. POWELL & CO.

LARGE STOCK OF

NEW TRAVELLING TRUNKS.

GLADSTONE BAGS. BRIEF BAGS.

HAND BAGS. TRUNK STRAPS, &c., &c.

W. POWELL & CO.

Hongkong, 19th June, 1896. [1004

HONGKONG RIFLE ASSOCIATION.

COMPETITION.

THE SHORT RANGE CUP and SPOONS will be COMPETED for TO-MORROW (SATURDAY), the 20th instant, over the 500 and 600 yards distances, under usual conditions. Firing to commence at 2.45 P.M.

F. SMYTH,
Honorary Secretary.

Hongkong, 19th June, 1896. [1006

NOTICE.

NOTICE is hereby given that I the Undersigned have for and on behalf of the FIRST MORTGAGEES This Day entered into possession of the S.S. "AZAMOR," and further that no DEBTS contracted either by the said Ship or by her Crew will after This Date be paid unless the same bear my SIGNATURE.

P. GIBSON.
Attorney for the First Mortgagees,
S.S. *AZAMOR*.

Hongkong, 19th June, 1896. [1005

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILOONG,"

Captain Davis, will be despatched for the above Port TO-MORROW, the 20th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 19th June, 1896. [1000

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Douglas, will be despatched for the above Ports on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 19th June, 1896. [1001

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"SZECHUEN,"

Captain Derby, will be despatched on MONDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th June, 1896. [1007

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 23rd instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 19th June, 1896. [990

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAVA, CHINA, JAPAN LINE.

FOR YOKOHAMA AND KOBE.

THE Steamship

"CASSIUS,"

Captain Unruh will be despatched for the above Ports on TUESDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to
LAUTS, WEGENER & Co.,
General Agents.

Hongkong, 19th June, 1896. [1002

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain W. Waddilove, will be despatched as above on WEDNESDAY, the 24th instant, at 5 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th June, 1896. [1008

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY (DIRECT) AND ADELAIDE.

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched for the above Ports on THURSDAY, the 2nd July.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th June, 1896 [1003

"MILBURN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANKOW,"

Captain Orr, will be despatched for the above Port on FRIDAY, the 3rd July, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 19th June, 1896. [969

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896. [427

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS,

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896. [6

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 2. Telegraphic address:—"Telegraph," Hongkong.

MARRIAGE.

On the 18th instant, by Rev. R. F. Cobbold, M.A., at St. John's Cathedral, Hongkong, GEORGE WHITE, to LOUISE HULDA EMILIE BROST, only daughter of Heinrich Brost, of Kowloon Docks.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 19, 1896.

NOTES AND COMMENTS.

LORD KELVIN'S JUBILEE.

We published yesterday, without note or comment, the text of a telegraphic message addressed by Sir WILLIAM ROBINSON to Lord KELVIN, congratulating him on the Jubilee of his appointment as Professor of Natural Philosophy in the University of Glasgow, and we published also Lord KELVIN'S reply. We should like to say to-day that we do not quite understand why this message and reply have been made public. Our contemporaries, like ourselves, have simply confined themselves to its publication and throw no light on the subject. Were these congratulations sent in the name and on behalf of the inhabitants of Hongkong? If so, we think it was a very fitting tribute of respect to a distinguished man who has rendered services of so much value to the great world of shipping and commerce. But there is not one word in either telegram or reply to indicate that it was so, or that the message was anything more than a friendly greeting from one man to another; from a friend to a friend, or from an admirer of Lord KELVIN to the object of his respect and admiration. If Sir WILLIAM ROBINSON sent that message as from himself personally to the Professor it was a very nice and, probably, a very proper thing to do; but the public are not in the least degree interested in it and do not care to know anything about Sir WILLIAM'S personal friendships, or about the methods he adopts to signalise these friendships. If His Excellency sent this message in the name and on behalf of the colony and of the mercantile community who owe so much to Lord KELVIN'S labours in the cause of practical scientific achievement, then it is very much to be regretted that the communication was not so worded as to convey to the recipient some idea of the fact and so enable him to word his reply as an expression of thanks to the real senders of the congratulations and good wishes. Was this message sent with the concurrence of the Unofficial members of the Council as representing the community or was it not? Is Lord KELVIN'S message a reply to our address or to Sir WILLIAM ROBINSON'S? We should very much like to know.

VERY DESERVING CASES.

We note with regret that His Excellency the Governor, doubtless on the recommendation of his Colonial Secretary, was unable "to grant a gratuity" to the widow of the late SHAM TIN-YAU, an interpreter in the employ of the Sanitary Board, who died recently of plague caught in the execution of his duty. No reason for the refusal to comply with the recommendation of the majority of the members of the Sanitary Board and of their Superintendent has been assigned It is a pity that the Colonial Secretary's letter is not more explicit. Perhaps the man had been engaged in plague work under the Permanent Committee in 1894. Mr. MCCALLUM proposes to open a subscription for the widow and her three children among the members of the Sanitary staff. We ask leave to open a subscription for the same benevolent purpose among the members of the community generally, and we hope that there will be a liberal response. The Reverend Mr. REUSCH'S letter is a strong certificate as to the facts and as to the meritorious nature of the claim. The action of the Government in this matter makes it very improbable that the family of the late Inspector MOFFATT will meet with any consideration from the powers that be. The widow's $160 a year from the Widows' Fund will not carry her very far. Neither will the sympathy and regret of the Sanitary Board be of any assistance to her, unless accompanied by a vigorous effort on their part to obtain for her some special allowance from the Government.

KOREAN AFFAIRS.

We reproduce in another column a paragraph from a Shanghai paper in which it is stated, on the authority of a correspondent in Kobe, that the circulation in that country of Japanese coin has been forbidden by a formal decree of the Government at Seoul. We hardly think this can be true, as by the special provisions of the Tariff Rules and Regulations annexed to our Treaty of April, 1884, both Mexican dollars and Japanese yen are to be freely taken in payment of Customs duties. These Rules are approved and adopted by the Plenipotentiaries of both Powers and cannot be abrogated or altered except by common consent. If any Decree of the kind has been promulgated it will have to be withdrawn. In the same paragraph there is a reference to a report that a detachment of Japanese troops has been defeated and driven back nearly to the capital by the Korean rebels. We agree with our contemporary that Japan would act not merely with great prudence, but also with great regard for her own dignity if she withdrew her officers and forces entirely from Korea. Russia does not want her there. The people of the country hate her. She is only exposing herself to insults by remaining with forces insufficient to protect themselves and unsupported, and is weakening her prestige both in the Peninsular Kingdom and in China.

TELEGRAMS.

REUTER'S MESSAGES.

FIELD MARSHAL YAMAGATA'S VISIT TO EUROPE.

LONDON, June 17th.

Field Marshal Count Yamagata has had an audience with the Emperor William of Germany at Potsdam. Owing to ill-health he has abandoned his intention of visiting England and of returning *viâ* Canada. He sails from Marseilles on Sunday.

LI HUNG-CHANG IN GERMANY.

LI Hung-chang has paid a visit to Frankfort-in-Oder. The streets were decorated for his reception, and he was warmly cheered. The troops were paraded in his honour and he lunched with the officers of the Garrison.

SHOCKING MARITIME DISASTER.

The *Drummond Castle* sank off Ushant. Out of two hundred and forty-seven on board only three were saved.

(From *Bangkok Observer.*)

THE SOUDAN EXPEDITION.

LONDON, June 8th.

The Mixed Tribunal at Cairo has delivered its judgment in the suit instituted by the French bondholders against the Commission of the Caisse de la Dette. The tribunal holds that the advance from the Reserve Fund for the purposes of the expedition was illegal. It therefore orders the Egyptian Government to refund the money plus five per cent. interest and prohibits any further advances.

LOCAL AND GENERAL.

H.M.S. *Edgar* is at Yokohama.

OWING to ill-health Count Yamagata will not visit England. He sails for the East from Marseilles on Sunday.

ON the 16th instant the *Drummond Castle* foundered off Ushant. Out of 247 persons on board only three were saved.

As will be seen by an advertisement in another part of this issue, Mr. P. Gibson has entered into possession of the steamship *Azamor* on behalf of the first mortgagees.

CORPORAL METCALF, of the 5th Fusiliers, was found dead a few days ago in one of the company latrines at Tanglin Barracks, Singapore, with a bullet wound in the head, supposed to have been self-inflicted.

LAST Wednesday Li Hung-chang visited Frankfort-on-Oder, where he was cheered to the echo by the citizens. He is now probably in England, and we may therefore soon hear that some irrepressible interviewer has had an interesting audience of the great statesman.

A PROJECT is on foot in Tokio to construct a central railway to Kanazawa, Shidzuoka, and Fukui, with a capital of *yen* 12,000,000 or 13,000,000. Another projected railway is talked of, the route being from Adzuma-bashi, Tokio, to Choshi, Chiba prefecture, a distance of 42 miles, with a capital of *yen* 850,000.

WE (*Japan Mail*) are sorry to report that the gastric trouble from which Mr. J. J. Quin has been suffering for some time is not improving, and that his medical advisers pronounce a trip to Europe to be absolutely indispensable. Mr. Enslie's ailment, also, does not show any signs of improvement, and will probably necessitate rest and complete change of air.

THE advertisement of that enterprising local firm, Messrs W. Powell & Co., will be found on the second page of this issue. In addition to a large stock of summer clothing, hats, opera cloaks, dresses, etc., etc., all of the latest style and offered at moderate prices, the management are offering well finished brief bags, hand bags, trunks, and Gladstone bags at prices that simply defy competition.

THE *Alacrity*, *Centurion*, *Immortalité*, *Narcissus*, *Rainbow*, and *Spartan* are cruising in northern waters with his Excellency Admiral Sir Alexander Buller, K.C.B., and will probably be in Port Hamilton next week. It would therefore be well for friends of the officers or men to address their letters to Nagasaki until such time as more is known about the movements of the flying squadron.

WE mentioned some time ago that General Su, Commander-in-Chief of the Kwangsi forces of Lungchow, contemplates building a railway to connect his headquarters with the provincial capital, Kweilin. This is now confirmed by advices from our native correspondent to the effect that the Governor of that province is going to petition the Throne for permission to do so, and that deputies will be sent to Canton and Hongkong and probably to Shanghai with a view to purchasing railway material.—*Mercury*.

THE Central Tea Guild of Japan has issued a manifesto to all the local guilds of tea-men and merchants. After setting forth the evil condition of the tea market at present, the manifesto advises producers to abstain by every possible means from selling goods at a losing price, as some of them were doing under the pressure of acute distress. They are advised to seek a route for disposing of their tea by placing it on the American market through the medium of the branch office of the Japan Tea Producers' Association.

AT the Police Court this morning that very wide-awake police officer, Inspector Hanson, who is in charge of the Water Police, haled Captain Schall, the commander of the German steamer *Patriarch*, before the Magistrate and charged him with having carried from Hongkong to Saigon 122 passengers in excess of the number for which he held a passenger license. It appears that the *Patriarch* could carry only a dozen passengers. Mr. C. Ewens appeared for the defence and cross-examined the witnesses for the prosecution at considerable length. Ultimately the Magistrate fined the Captain $100 plus $3 for each passenger carried in excess, making in all $466. Notice of appeal was given by Mr. Ewens.

TELEGRAMS received at Shanghai on the 10th June from Kansu report that the Mahommedan rebellion is spreading to alarming proportions and that the present forces under General Tung Fu-hsiang are insufficient to cope with the rebels. Orders have therefore been transmitted to Governor Wei of Shensi to march into Kansu at once with his army, some 10,000 strong, to reinforce General Tung, who will still remain chief in command of the Imperial forces in Kansu.—*N. C. Daily News.*

THE following appointments have been made at the Admiralty:—Com. J. S. Clarke, to the *Vivid*, additional, for the *Shannon* (N), to date the 15th of May. Lieutenants—H. F. Shakespear, to the *Vivid*, additional, to date the 7th of May, for command of the *Opossum* when recommissioned, undated; and E. E. Lacy, to the *Vivid*, additional, for command of the *Rocket*, to date the 7th of May, and to the *Vivid*, additional, for the *Flora*, on the *Rocket* being paid off, undated. Sub-Lieutenants—H. N. Garnett, to the *Vivid*, additional, for the *Rocket*, to date the 7th of May, and to the *Opossum* when recommissioned, undated; and S. L. Willis, to the *Vivid*, additional, for the *Shark*, to date the 7th of May, and to the *Wildfire*, for the *Constant*, undated.

WHAT'S up now? Has the Commander-in-Chief of the whole Chinese Navy taken leave of his senses, or have his senses taken leave of him, or something? Actually a Chinese torpedo-boat painted fighting-grey, topmasts housed and goodness knows how many men and tons of coal on board, was seen at an early hour this morning steaming at terrific speed in the direction of Macao. The foam was rising clean over her bows and she cut through the seas just like a razor going through a pat of Kennedy's A.1 butter. The Captain, it is rumoured, left Capsuimun at 4 o'clock this morning with sealed orders, and as he is one of the most audacious and most skilful navigators that ever paced the deck of a Chinese ironclad, it is presumed he has been selected for some dangerous and urgent duty. He has been heard to say (when out of sorts) he'd have given the Empire for such a chance of fighting a big naval battle as Admiral Ting failed to profit by. As it can hardly be said that "war is in the air" just now—at least, not in this part of the world—it is, probably, reasonable to assume that the great "fighting skipper" of the Chinese Navy has been despatched to hunt down some pirates who have been molesting junks in the vicinity of the Ladrones. It is to be hoped he will succeed and that he will yet find himself in command of the fastest and most furious warship in the Celestial navee!

ACCORDING to the Philadelphia *Manufacturer* President Cleveland's legislation has been more beneficial to Great Britain than the measures sanctioned by any other President of the United States. It says:—

"The figures which indicate some of the very different results obtained by the Administration of the Government by Benjamin Harrison and Grover Cleveland are both interesting and instructive. Thus:—

Reduction of the public debt under Harrison$310,000,000
Increase of the public debt under Cleveland 262,000,000

"If to this increase of the principal of the debt the interest shall be added, the total sum will amount to $501,000,000. And again:—

Surplus receipt over expenditures, '91, '92, '93$ 50,000,000
Deficiency under Cleveland 142,000,000

"Now let us push the comparison a little farther, taking into consideration the influence of our legislation upon Great Britain:—

Deficit in the British budget for 1892. $250,000
Surplus revenue of the United States, 1892 9,914,000

"This represents the situation at a time when the American Government was operated solely for the advantage of Americans. The change that has taken place since the contrary policy was put into operation may be thus indicated:—

Surplus in the British budget, 1896, $21,000,000
Deficit in the revenues of the United States, 1896, ... 25,000,000

"Mr. Cleveland is, by all odds, the best President of the United States that Englishmen ever had. If the Bradford manufacturers and the London bankers could control our politics absolutely he would have a third term without possibility of failure."

ANOTHER COCKLOFT CASE! This morning the affable managers of the store situated at No. 166, Queen's Road Central were introduced at the magisterial *levée*. They were specially invited to the gathering by Mr. J. Reidie, an Inspector of Nuisances, and were attended by Mr. J. F. Reece, a solicitor. Captain W. C. H. Hastings (Rt., R.N.) presided and there were present a large number of the leading residents of China-town; most of them well known and others only too well known. After making their bow the managers of this popular store (Messrs Fong Tak-tong and Tang Noi-kio) were allowed to stand up and say nothing, while Mr. Reidie (who has charge of the whole of No 5 district) explained that these gentlemen had actually erected on their premises a large cockloft without the permission of the Sanitary Board. He had caused the gentlemen in question to pull down a very similar cockloft in the very same premises long ago, and now they had actually put it up again. He didn't give them notice in writing to remove the loft, but he had told them to do so. He had seen the loft in question (seeing is, of course, believing) with his own eyes and he had seen to-day that it was no longer in existence. Mr. Reece joined in the discussion, asked the Inspector a lot of questions and in every reasonable way endeavoured to make the proceedings as pleasant as possible for his clients, who looked the reverse of happy. The conversation, while it lasted, was most interesting, and our reporter would have remained in Court to catch the last and every word had he not been quite overcome with the fierce heat in the overcrowded audience-hall. He remained long enough, however, to hear the presiding officer say that a contribution of ten dollars to Her Majesty's Treasury would be acceptable, or words to that effect. Then there was a pause, a deep sigh was heard, a brand-new bank note was handed over to the *distingué* young man who performs "shrofforial" duties at the Magistracy, and the whole thing was over; nothing but the notes in our reporter's book and the exquisite "deps" remaining as evidence of what were, possibly, very momentous proceedings.

MEMORANDA.

TO-MORROW,—20th June.

Noon.—Meeting of shareholders of the Hongkong Electric Co., Ltd., at the Company's office, No. 22, Queen's Road.

5.30 p.m.—By kind permission of Major Retallick and Officers, the Band of the Hongkong Regiment will play in the Public Gardens.

LIEUT. B. ST. J. BELLAIRS (of the *Centurion*) has been appointed, temporarily, to the command of H.M.S. *Pigmy*, *vice* Lieut.-Comdr. Adair, deceased.

IT can hardly be said that the following sample of composition is "English, quite English, you know":—

Dear Sirs,—We have wrote to you thee first letter and acknowledged will agree with you the second one according to your rate and don't you be doubt we confirmed what we said and please excuse for long delay in answering your letter and obliged.

We are, Dear Sirs,
Yours sincerely,

* * *

THE steam launch *Ulysses*, built at Hongkong for the Russian Government, has arrived at Shanghai from Swatow. She is now in charge of that well known and popular commander Captain J. E. McArthur (Secretary of the B. M. M. O. A), who, it is said, was specially selected here recently to take this small vessel up to Vladivostock, and got his own price for undertaking such a very unpleasant job. Captain McArthur expects to be back in Hongkong before the end of July, if all goes well. He probably knows more about navigating small craft in big waters than nine out of ten mariners, and if he doesn't get the *Ulysses* safely to her destination those who know him well will be greatly surprised.

RE H.M.S. "CENTURION."

[*Daily Press*, June 4th.]

The writer of "Notes by the Way" in the *Japan Gazette* says:—Reports reach me of a regrettable nature as to the harshness of discipline on the *Centurion*. This is said to be so severe that very few of the young men after this commission will ever go to sea again. Now this ought not to be. England needs all her sailors, and a flagship, of all ships, ought to attract, not repel the men, and the officers ought to take as much pride in having a crew who are proud of their ship as in having everything in the best spick-and-span order. It is the petty inconveniences that make life unbearable; and with a little tact the officers could easily remove the discontent and its memories.

[*Daily Press*, June 19th.]

The writer of "Notes by the Way" in the *Japan Gazette* says:—I wonder if any enquiry is to be made into the grievances alleged or real of which the men on the *Centurion* complain? The discontent is very keen, and in fairness to both officers and men some sort of investigation ought to be held to discover the truth. It should be said of the *Centurion* as is now said of the *Edgar*, "The ship is a paradise." Why not? She is splendidly equipped, and is in every respect a vessel to be proud of.

[*Globe*, May, 1896.]

Speaking of the new Commander for H.M.S. *Centurion* a naval correspondent writes thus to the London *Globe*:—On Thursday next Commander Arthur Waymouth will leave England to join the flagship on the China station. This officer has probably done more time on shore than any other of his age and standing in the Service, and the Admiralty must have been very keenly alive to his capacities and knowledge to have allowed him to hold appointments at Whale Island and the Ordnance Department at Whitehall for so long. Commander Waymouth has had a remarkable amount of experience in administration of the gunnery work of the navy, and when his period of service in China expires we shall doubtless see him settled at Portsmouth or Whitehall again.

THE peerage of Japan now consists of 11 Princes, 34 Marquises, 84 Counts, 362 Viscounts, and 180 Barons; total, 672.

MR. MCLEAVY BROWN is insisting upon a real control of the department whose supervision he has been charged with in Seoul. The ex-Finance Minister, In Yozen, disapproved the newcomer's methods, and himself came to grief, and now nine subordinates have unwillingly followed their late chief into official exile.—*Hyogo News.*

ONE of the most striking sights in Western Australia just now is the railway terminus at Coolgardie. In one week an enormous conglomeration of goods has, says the Coolgardie correspondent of the *Australian Mail*, been dumped down upon the sandy flat which surrounds the station. "Here, lying in the open, and with hundreds of teams in close proximity around them, are thousands of bags of horse food, tons of mach inery, hundreds of cases of whisky and beer, miles of piping—in fact, a veritable 'world's fair' from the point of view of a mining town. The railway authorities, aided by the contractors, are making a determined effort to relieve the congested condition of the traffic at Fremantle, and the effect of this will be to give the mining industry here another big fillip. Once the machinery comes along, the Coolgardie field will be able to indicate its claim to be classed as the greatest goldfield at present discovered in the world. The railway to Menzies is now a certainty in the near future, and, when once opened, will be the means of bringing before the investing public some of the greatest mines ever discovered. Menzies must of necessity be a big distributing centre for some of the most important districts in the fields, and eventually will be the second most important town on these fields, not excepting Kalgoorlie."

IT has often been said that the average American is too deeply immersed in commerce or professional duties to find leisure for the cultivation of sports or pastimes, and that this accounts for the fact that games are so largely in the hands of professionals. Just now, however, it looks as though the attractions of golf were destined to prevail over the national spirit of assiduity. The golf clubs in the United States are already numbered by hundreds, and as a natural consequence the exodus of Scottish professionals is assuming quite alarming proportions. Willie Dunn, who was lately engaged at Biarritz, has sold his business there and decided to make America his home, and the America correspondent of *Golf* records the arrival of several other professionals. There is even some talk of Taylor paying a flying visit before the open championship, and several well-known English amateurs are also meditating excursions in the summer. In the matter of nomenclature and the magnificence of their club-houses America is already far ahead of the Old Country. We have nothing, for example, to match the "Sahdaqueda Golf Club of Utica." On the other hand, the cost of the necessary implements rules exhibitantly high. A driver at ten shillings is pretty severe, but iron clubs run to as much as 14s. or 16s., while balls of good quality cost nearly double as much as with us. Another drawback about American golf is the climate, blizzards and frosts rendering play an impossibility during the early months of the year, except at a few of the milder resorts.—*Home News.*

THE fourth centenary of the discovery of India by Vasco da Gama will be celebrated by an exhibition in Lisbon next year of Indian products, in which Senhor Arouca is instructed to invite England to take an important part.

THE *Jiji* writes that in view of good sericultural prospects both in Italy and China—the yield in the latter country being expected to be 5 per cent. more than last year's—the opposite condition in Japan is doubly vexatious. Moreover, silk-reelers in the interior have to face other difficulties, as, for instance, appreciation of the market price of commodities and therefore a rise of wages, and also comparative costliness of cocoons. The quotation for early cocoons in some of the Tokaido districts is as high as 4 *yen* per *kwamme*. With cocoons at that price, even estimating the cost of production as low as possible, there will be no profit unless a picul can be sold at above 800 *yen* in Yokohama. The expected scarcity of spring cocoons in Japan has, according to the *Japan Mail*, turned the attention of silk men to China, for Chinese cocoons have been imported to a greater or less extent during some years. The Mitsui firm has already made arrangements in that direction, and quite a large number of silk men in Shinshiu and Kwanto intend to do the same. As Chinese cocoons are cheaper than Japanese, their import is expected to reach a large figure this year.

THE *Nichi Nichi*, a leading Japanese vernacular paper, in a recent issue devotes a long article to discussing the changes in the Government of Formosa. While regretting exceedingly the necessity of Count Kabayama's resignation on account of ill-health, it refers in terms of earnest appreciation to the distinguished services that the retiring Governor-General rendered to the State in settling the troubles in Formosa and organizing measures for the island's effective control and for the development of its resources. It also speaks of the happy choice made in the appointment of Lieut.-General Viscount Katsura, and then proceeds to direct the attention of the new Governor-General to certain points. The first is the necessity of great care in selecting officials for Formosa. The *Nichi Nichi* cannot shut its eyes to the fact that officials now occupying posts in the new dominion have been rather hurriedly appointed and are far from being uniformly capable. The second point is to restrain the ascendency of the military class within due bounds. These two evils the retiring Governor-General intended to remedy, and they must be resolutely dealt with by his successor.

RE VICTORIA GAOL.

ANOTHER INCIDENT!

We understand that last Tuesday night a Chinese prisoner confined in a solitary cell in Victoria Gaol attempted to escape, but failed to get clean away, owing to one of the Sikh warders, one Noor Mahomed, on night duty cutting him down with a sword bayonet. The prisoner's number is said to be 610 and it is reported that he received two rather severe sword wounds—one on the arm and the other down the back. We also hear that the prisoner in question was serving a term of 42 days' hard labour for petty larceny, and that he will not be charged in the Police Court with attempting to escape from custody, for it has been decided that the matter shall be dealt with by the Superintendent of the Gaol.

The prisoner is said to be a mere stripling 18 years of age, and it seems that he has a very small head and is very thin. So thin, in fact, that he was able to squeeze his head and body through the iron bars of his cell (6 inches wide) and thus got out into one of the yards, whence he hoped to make good his escape by scaling one of the boundary walls.

If the reports which have reached us in this connection are inaccurate, we shall be glad to make any correction the proper authority thinks requisite. Unless duly notified that we have been misinformed we shall, of course, be excused for assuming that this incident constitutes fresh evidence that the management of the Gaol is not so perfect as to render improvement an utter impossibility.

It is also reported (though there was no mention of it in last Saturday's *Gazette*) that the Governor has appointed a Commission to inquire into the recent case of flogging in the Gaol and that the Commission has already commenced its labours.

KOREAN AFFAIRS.

THE LATEST SENSATIONAL NEWS.

Korea is not only the "Land of Everlasting Turmoil" but is a benighted, ill-governed country where the unexpected is constantly happening. It is also probably the most maligned country in the world and is shown scant courtesy and very little consideration by irresponsible scribblers who, for the sake of getting a free copy of some Far Eastern journals, convert themselves into news-mongers or, if it must be put that way, full-fledged correspondents. There are, however, some writers on things Korean who show more regard for the truth; or rather as much of the truth as can be obtained (which as a rule is not much), than their *confrères* in the Land of Morning Calm, and as these gentlemen reside in Japan it is only fair to Korea to make some allowance for a little colouring which their information obtains in course of filtration through Japanese channels. As a rule, though, their notes on Korean affairs make good reading matter and contain more of the sparks that have caused, or may cause, fires than it is possible for the average correspondents resident in Seoul to obtain, even if they endeavour to get to the bottom of things, which, to judge from their off-hand style and wild assertions, they do not often trouble about, possibly because they cannot boast of access to those whose duty it is to study the political currents in the north and observe and duly ponder over "signs of the times" before reporting to their superiors or taking any action that may be deemed obligatory and self-protective. Of "squibs" the newspaper correspondents in Korea are wonderful manufacturers. But be that as it may, it must be generally conceded that the writer who has access to Japanese sources of information is as a rule likely to get nearer the truth than the writer whose brain gets mixed up in a perfect quagmire of sensational and contradictory reports in the capital of King Li Hsi's dominions. Of course, all correspondents are liable to be the means of misrepresenting facts, owing to the wilful misrepresentations of informants having "an object in view," and it therefore behoves the readers of daily papers to use their own judgment to a considerable extent, especially in respect of reports coming from or having reference to the "Bulgaria of the Orient," for it is, and for upwards of a decade has been, a hot-bed of intrigue, corruption, and conspiracies having the overturning of thrones as their objective. But all reports are, as indicated above, not all wilfully false, and it may turn out that the startling news supplied to the *North China Daily News* by a correspondent who writes from Kobe on the 4th instant has for its basis a wish, the wish being father of the thought. This writer reports as follows:—

The news in from Korea wears an ominous look. The Government, prompted of course by the Russian *Chargé d'Affaires*, has promulgated a decree forbidding the use of Japanese currency within the borders of the realm, and has issued a notification to the effect that the military organisation of the Kingdom is to be modelled after the pattern obtaining in Russia. The meaning of this is obvious. Its reception here is not so clear, and it remains to be seen how far the Japanese are prepared to go in this seemingly interminable struggle for the mastery of Korea. That they will never tire of turning the other cheek to the smiter is not to be supposed; and it is probably only a matter of time with them *re* the question of a settlement of accounts with their neighbour.

The above news is not all. A despatch from Seoul to the *Osaka Mainichi* reports that a force of Japanese troops has been compelled to retire, owing to the determined opposition of the insurgents whom they were sent out to subdue, and to fall back upon a position about nine miles out of Seoul. This renewed activity of the insurgents at the very time a step was being taken to emphasise the objections entertained to Japan's presence in the country is significant, to say the least. It would be very interesting to know what gives stability and endurance to this insurrectionary movement in Korea.

Possibly this correspondent in some subsequent letter may see his way to explain what gives stability and endurance to the insurrectionary movement in Korea. It would be very interesting to know, this, and a very useful purpose might be served were any one or any Government in possession of the secret to state the facts in a Note to the Treaty Powers and follow up that action by forwarding a statement to the leading journals in the Far East for immediate publication.

TONKIN FROM 1886 TO 1896.

(From *Le Courrier d'Haiphong.*)

Ten years! We have really been ten years in Tonkin! Let us draw up our balance sheet.

1886.—Scarcely had the conquest of the place been completed, when Paul Bert inaugurated a new regime, made a violent effort, and died. Then followed a reaction; we faltered, and lost time; then at great intervals a crack of the whip, hesitating or determined, and another attempt. But what way to take? No one knew. There were changes of direction and of aim; people argued about it and got embarrassed and the Tonkin ship of state got stuck in the mud. M. de Lanessan arrived, and there was a new effort and a new start. The ship of state made headway once more. But there was not a farthing in her coffers! Well, that did not matter; we should pay later on; it was going to last. But then, three years! It was too much; the system was bad. Strange that it should have taken three years to notice that the system was bad. The word went forth to begin again, so much had been badly done! Yes, but the whip-cracking must be paid for. All right, it would be paid for.

1896.—Here we are now in 1896. What have we done during this period of ten years? Oh, many things, especially very dear things, which bring in no return, like the little railway to nowhere, the cost of which was estimated at four millions and has exceeded 20 millions. And besides that? Two splendid towns with factories and warehouses and a flotilla of river boats. Just look a moment at your bonded warehouses, on the arrival of the French boats, loaded with what? Let us take an inventory—boxes of preserves, cases of vermouth, provisions in view of public works that have been projected. And for the rest? Nothing. Pardon, I was forgetting the stones to ballast the vessels. But then the country consumes nothing, produces nothing, passes nothing on. What has been done, then, in the way of progress during these ten years? Has the population increased? I do not know that it has. Has the production of the country been developed? No, for there is nothing exported. We have pacified the country, but frankly if in ten years we had not been able to bring a little order and peace here it would not have been worth our while to have left the pleasant shores of France. Pacification is not our end, I should say; it is only means to a reach another end—the wealth of the country.

Now in coming to Tonkin we have brought to this country two things: (1) new charges, (2) elements of progress; and the progress ought to help in bearing the increase of charges. But if the charges are visible and tangible the progress is less so. It exists, however, in the form of greater facilities for communication by river or by land, and in the form of work or natives paid for in our commercial and industrial establishments. All that is our money distributed among the masses of the people, but that money is going away in smoke—of tobacco or play, and produces no sensible increase in the general wealth. To tell the truth, all the efforts we might have made to benefit the country and develop its resources would have remained dead letters so long as the root of the evil which preys on the country was not destroyed—extortion, exaction incessant and constant through every degree of the native hierarchic scale. The peasant says nothing, but he argues quite correctly. He says to himself, "What is the good of my producing 100 piculs of rice when with ten I can live and pay my taxes? I remain poor, it is true, but I am easy in mind. If I sold cocoons and jute in the market and brought back much money, I should very soon be accused of having robbed the citadel; and I know by experience what that would cost me. Thank you very much, my good gentlemen of France; make your silk or your jute yourselves if you wish it, but I pray you leave me in contentment and peace in my hole."

And there, quite simply, you have the reason why the land of Tonkin, rich and fertile as it is, does not show the least increase of productiveness, because the benefit of that would of a certainty go into the bottomless pockets of the innumerable parasites of every grade. How are we going to change this state of things? How inspire confidence in the peasant producer, who is our true lever of work and wealth? Well, it is not very easy, certainly. One cannot change with a stroke of the pen a social system which is so old, so firmly rooted, so powerfully organized. Still we can do much, and in the first place we must not be frightened beyond measure at the influence and power of the mandarins. They depend only on fear, and the day when a strong hand cuts the evil to the quick the people will applaud and bless you. After some good examples in every grade, you will at last have peace, and work, and prosperity.—*Bangkok Times.*

ACHIN.

"The Revolt in Achin" has once more become a standing head-line day by day; but it is tolerably safe to assert that the average newspaper reader, if examined upon the subject, could only say that this Achin, Atchin, or Atcheen (there is a pleasing diversity about the spelling) is a Dutch colony somewhere in the East which is giving trouble. It may gratify him to note that other nations besides his own have their little "military operations" to conduct; but he does not investigate the geography or history of Achin any further. Yet he could hardly fail to be interested if he did. It is not only that twenty-four years of almost continuous warfare entitle Achin to be called the most turbulent locality of modern times. Achin has a special interest for Englishmen in that it was the scene of our first commercial venture in the East. Holland, too, had sent her first Eastern commercial expedition there in 1599, with the result that part of the crews of two Dutch traders were treacherously captured by the natives, and not released for two years. France followed with a futile effort; and a few years later England gave the first distinct sign that Far Eastern trade was in future to be a matter of concern to her. The letters of commendation from Queen Elizabeth carried to Alauddin Shah, King of Achin, by Lancaster were, in a sense, the first step towards our acquisition of an Eastern Empire. They were followed in 1613 by others from James I. to the great Iskandar Muda, and an English factory was then established at Achin, though it was never maintained for a very long time.

The pronunciation of outlandish places is always such a stumbling-block that it is well to mention that the spelling "Atcheen" corresponds most closely to the sound of the name. Acheh is really the native name, and this, metamorphosed by the Portuguese into Achem, became in English and Dutch Achin, from analogy, it is suggested, with Machin, an Indian equivalent of China. At the time when we first hear of it, it was one of twenty-nine States that made the seacoast of Sumatra. Some seek to identify it with places mentioned by Marco Polo and others, but its first appearance as Achin is in 1606, when it was visited by a captain of Tristan d'Acunha's fleet, Alvaro Tellez. It was then a dependency of the adjoining Pedir, but in twenty years it had not only shaken off the yoke, but had absorbed several other States. The great period of Achinese history is the reign of the Sultan Iskandar Muda from 1607-1636, within which King James's letter falls. Iskandar not only ruled over 1,100 miles of seaboard in Sumatra, but also over the Island of Nyas, and, on the mainland, Pahang, Johore, Quedah, and Perak. Ten times an Achinese force was sent to attack the Portuguese in Malacca, and, so long as the Portuguese remained there, Achin was always a thorn in their side. Her importance at this period may be gathered from the fact that one of Iskandar's expeditions comprised 500 sail, 250 of which were galleys, and 100 of these larger than anything Europe could produce, and 60,000 men. But, upon his successor's death in 1641, the latter's widow succeeded, and, as a woman's rule threw much influence into the hands of the nobles of Achin, they set up three more queens in succession. Foreign settlers thus got an idea that there had always been queens in Achin, and decided that the Queen of Sheba must have been an Achinese. In 1699, however, the Arab faction put down the queens, and set up an Arab king. Thirty of these in succession ruled until the coming of the Dutch, and with almost every one of these Achin fell more and more from her high estate.

The district now known as Achin contains only six or seven thousand square miles, with a population of something over half a million. Divided into two portions by the lofty mountain range of Abong-Abong (11,000 ft), it possesses on either side of this a good, gently undulating stretch of soil, well adapted to the production of rice and vegetation generally. In the sixteenth century Achinese silk was famous, and at one time she produced more gold than any other Oriental nation, Japan excepted. Camphor and bamboos and other Eastern products are found; but Achin's leading specialities have always been rice, pepper, areca nuts, and ponies. The people, somewhat more industrious than their Sumatran neighbours, busy themselves with agriculture, cattle-breeding, fishing, weaving, and metal-working. The result of all this was at one time a very flourishing trade. In Dampier's time there were settled there merchants from England, Holland, Denmark, Portugal, China, and India, and at any time a dozen or more sail of various nations might be seen in the harbour of Olch-leh. But the most busy time began in June, when a dozen junks arrived from China, and the "China camp," as the summer fair was called, lasted two months. War, however, has done its best to ruin Achin. The capital, Kota Radja or Achin, was nearly annihilated early in the war, though it has been largely restored since. Nor are the manners of the people, a treacherous set of desperadoes, with a weakness for immorality and opium, of very much assistance to their prosperity.

The native Government of Achin was a rather interesting phenomenon. Achin proper is divided into districts known as the 26, the 25, and the 22 *mukims*. Each *mukim* or *sagee* is said strictly to contain 44 households, and has two hereditary heads, the *panglimas* or *tuwankus*. The elected the Sultan from the members of the Royal family, and could depose him. He had to consult them in all matters concerning the *mukims*, while they had only to notify him. His revenue was made up to 5 per cent. on all imports into the capital, on the duties levied on imports to the *mukims*, and on the sale of pepper. He had to pay out a fixed portion of the annual revenue to each *panglima*; but they purposely kept him short of his dues in order to keep a hold over him. A very important functionary was the Sultan's *shahbundar*, who had the control of all matters of trade and commerce. Below the *mukims* came the *kampongs* or parishes, each with a *panghulu*, *imam*, or *datu*, or, in the larger parishes, a *radjah*. The *panghulu* was bound always to consult the members of his *kampong*, but had only to notify the *panglimas*. Achin seems to have solved the local government problem rather well on the whole.

Achin's modern history really begins in 1819. The recent restoration of Java to Holland, among other things, had attracted English attention to the possible importance of Achin, and in 1819 the Calcutta Government concluded a treaty wherein Achin engaged to admit no other Europeans but Englishmen to permanent residence. Then came the Anglo-Dutch treaty of 1824, in which we abandoned our settlements in Sumatra in return for concessions on the mainland. It was understood that the 1819 treaty was to be modified by us, while the Dutch were to leave Achin alone. Finally, in 1871, our Government dropped this last reservation in return for Dutch promises to give us a free hand on the Guinea coast, and almost at once Holland had to enter upon the war which has been practically continuous from that time to this. Her case was roughly as follows: The Anglo-Dutch treaty contained stipulations for the suppression of piracy, in which the Achinese were adepts. The Achinese had repeatedly promised, in 1859 in a formal treaty, to suppress the nuisance, but it still went on, with the active countenance of the Sultan. The Achinese were now invading Dutch territory, and even the despatch thither of Dutch warships only produced vague and meaningless promises. Finally the Shahbandar induced the Governor of Riouw to await the return of envoys sent to consult Achin's suzerain, the Ottoman Porte; for Achin had become the Porte's vassal in 1516, and renewed her oath of fealty in 1856, and her ships sailed under the Turkish flag. But no sooner had the envoys sailed than the Governor claimed to have discovered that Achin was playing a double game and intriguing with France, Italy, and other Powers. And so the ultimatum was sent. Achin, on the other hand, claimed that Holland had repeatedly broken an eighteenth-century treaty by violations of Achinese territory, had demanded the cession of islands which could not be ceded without the Porte's leave, had insisted on leave to erect lighthouses on Achinese territory which the Sultan was perfectly willing to erect himself, and had sent her ultimatum at an unfairly premature moment. Whatever the merits of the case, twenty-four years of warfare has followed. "Revolt" it is called, because Achin is theoretically Dutch, and all its districts have periodically submitted since 1872. Once only, under Van der Heyden's military dictatorship, an era of calm seemed to be secured, but "civil government" was tried, and anarchy again ensued. In 1885 the wreck of the English ship *Nisero* on the coast of the Rajah of Tenom, and the Rajah's delusive promise in the subsequent negotiations to open his ports to trade, led to temporary sympathy on England's part with the Achinese; but the Rajah's faithlessness was soon exposed, and England has now no concern with Achin. It might be well for Holland if she, too, had none. It has cost her the reputations of half-a-dozen generals and the lives of from 70,000 to 100,000 men, between war, cholera, and the terrible *beri-beri* disease that is native to Sumatra.—*Pall Mall Gazette.*

THE FIGHT THAT FAILED.

MR. RUDYARD KIPLING'S ACTION.

NEW YORK, May 12th.

The American newspaper cynics parody the title of Mr. Rudyard Kipling's famous novel in describing the recent misunderstanding between the gentleman named and his brother-in-law, Mr. Beatty Balestier. The story of his trouble figures in the evening papers here under the headline, "The Fight that Failed." The latest version of the affair is as follows:—

On Saturday last Mr. Rudyard Kipling went to the office of a justice of the peace in Brattleborough, Windham County, Vermont, and obtained a warrant for the arrest of his wife's brother, Beatty Balestier, for threatened assault and offensive language. The warrant was issued, and later on Mr. Beatty Balestier was arrested. The prosecutor asked to have the hearing of the case postponed until May 12th, but Mr. Balestier was unable to obtain the necessary bail of $300, which was somewhat surprising in view of the fact that the Balestier estate is said to be worth $1,000,000. Mr. Rudyard Kipling at once offered to give his cheque for the amount of his brother-in-law's bail, but the latter indignantly rejected the offer. The justice finally allowed the prisoner to go on his own recognizances.

At nine o'clock this morning the Court-room in Brattleborough was crowded to suffocation, and people began forcing their way into the galleries in such numbers that it was decided to transfer the trial to "Festival Hall," a large public room in the town used for balls and assemblies. This was soon filled to overflowing. Of the parties to the case, Mr. Balestier was the first to enter the room, closely followed by Mr. Kipling. Both of these gentlemen then, accompanied by their lawyers, retired to a private room adjoining the court, and remained in consultation there for a quarter of an hour. They then came back into court, and the trial was proceeded with. It is supposed some attempt to bring about a reconciliation had been made and that it had failed.

Mr. Kipling was the first witness. He testified as follows:—"While I was riding a bicycle on Wednesday last I met my brother-in-law, Mr. Beatty Balestier. He was driving. Mr. Balestier called on me to stop, and told me I had made certain statements reflecting on his character. He said I must retract them. Those statements, he said, were to the effect that I had lent him money and had helped him financially. He seemed very excited. I tried to pacify him and assured him of my kindly feeling towards him, and that nothing could be further from my intention than to injure him. He refused to listen to me, and became very abusive. He acted like an insane man, jumped out of his wagon and rushed across the road, shaking his fists in the air and making a gesture as though about to draw a pistol. He told me that he would give me one week to publicly retract all that I had said of him. In case I refused, he said he would thrash the life out of me. I asked him if he meant to offer me personal violence. He replied 'Yes, if licking you is personal violence.' This is the first time in my life I was ever threatened, and I did not exactly know what one is called upon to do in such a case. The safer course, I thought, would be to have my brother-in-law arrested until he could cool down."

During cross-examination by Mr. Balestier's lawyer Mr. Kipling admitted that certain things he had said did reflect somewhat unpleasantly upon his brother-in-law. He also agreed that any money he had ever given to the defendant was in the way of a purely business transaction.

Mr. Balestier then entered the witness-box. The alleged threats, he said, were merely of a general character. He had, he said, gone through a great deal of trouble on account of financial reverses. He had been declared a bankrupt, but had appealed from the decree to a higher court, in order that it might be set aside, and he expected a decision in the case to be given next week. He had felt irritated at Mr. Kipling's remarks, but used no worse language to his brother-in-law than the latter had used to him. He believed that Mr. Kipling had taken out a warrant for his (defendant's) arrest, because he (Mr. Balestier) was a larger and stronger man than himself, and Mr. Kipling was afraid of being thrashed. He did not believe that Mr. Kipling stood in any fear of his life.

Mr. Balestier was bound over in the sum of $100 to keep the peace. The defendant was formerly manager of an engraving company in New York that made a speciality of supplying newspapers with illustrations. He is thirty-four years of age and a man of Herculean stature.—*Daily Telegraph.*

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before his Lordship Dr. F. W. Carrington, C.M.G., Chief Justice.)

June 19th.

The trial of a man charged at the Criminal Sessions with bringing a young woman into the Colony for an illegal purpose occupied the Court the whole day, and at 5 p.m. the hearing was adjourned till to-morrow forenoon, Mr. Robinson for the defence.

FIXTURES.

To-morrow: the Bribery case.

Monday 22nd instant: the Wanchai Murder case.

Tuesday: 23rd instant, Perjury case.

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

Hongkong, June 18th.

In their *Freight Circular* issued to-day Messrs Lamke and Rogge write:—

Only a moderate amount of business has been transacted during the past fortnight and no improvement whatever is noticeable in rates.

STEAM FREIGHTS:—The somewhat better enquiry from Saigon to this, reported in our last circular, has proved of but short duration, business during the past fortnight having been quite stagnant and only a couple of settlements are on record at 70 cents per picul under sub-charter. The arrival at Canton of the new crop's produce from the Southern provinces of China has caused rice prices to decline materially and the market consequently is in a state of inaction. Large carriers, *i.e.*, steamers of 50,000 piculs and more, appear to be no longer wanted, especially if without 'tween decks and cargo ports, and how the very large number of such boats still in our waters is to be run to make both ends meet is a very open question. Closing quotation Saigon to this is 70 cents per picul for small sized tonnage, but the demand is very limited.

These remarks also apply to Bangkok business. The short-lived improvement enabled a steamer of some 5,000 piculs to secure a charter in this direction at 11⅞(16) cents per picul, but since then nothing has been done, and what little demand there may be is for small steamers only.

Northern business also continues without animation. A couple of charters are again reported Newchwang to Canton at 19⅜ and 19 cents per picul respectively, and the market closes weak at last mentioned rate.

Coal freights from Japan ports are likewise unchanged at $1.25 to $1.30 per ton, according to size. Moji to this port. A settlement is reported of a steamer carrying about 3,000 tons, 2 trips Moji to Hongkong and Canton at $1.30 and $1.70 respectively, about 2,000 tons being intended each trip for the latter port. From Hongay to this a steamer has accepted the miserable rate of 90 cents per tons.—

On monthly terms, three more steamers are reported settled, two for long terms for the local and Amoy/Straits trade respectively and the smaller one for the Amoy/Formosa trade. The rates paid are but poor ones.

There is no change in the general aspect of things. Whilst a respite from the miserable rates of freight steamers have had to accept for some time is badly needed, it is on the other hand more than unlikely that a revival of business in the East will take place. Steamers are coming out all the time, but cannot find their way back, and so long as we are labouring under this over-supply of tonnage the market cannot assume a healthier tone.

SAIL FREIGHTS:—For New York the subjoined list contains two fresh settlements. The *Paul Revere* is now loading at Shanghai and will come down here for the greater portion of her cargo. The *C. E. Moody* is expected from San Francisco. The *T. F. Oakes* has arrived from Shanghai and continues loading here. The number of disengaged ships in port is still increasing and prompt tonnage could no doubt be had very cheap, but there appears to be no demand whatever for immediate loading. For September/October and October/November more tonnage will no doubt be wanted, but neither shippers nor owners seem to be anxious to negotiate so far ahead. The present berth rate is 16/15 per ton of 40 cubic feet. There is nothing doing for any other destination.

COASTWISE:—A small craft has been chartered Mantung to Singapore.

The German ship *Columbus* has been ordered to Port Blakely.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian *(Orono)* to-morrow.
French *(Ernest Simons)* to-morrow.
American *(Belgic)* 22nd inst.
Canadian *(Empress of India)* 23rd inst.
Indian *(Wingsang)* 23rd inst.
Australian *(Changsha)* 27th inst.
Tacoma *(Victoria)* 1st prox.

* * *

THE O. & O. S. S. Co.'s steamer *Belgic*, with mails, etc., left Nagasaki for this port yesterday at midnight.

* * *

THE Norddeutscher Lloyd steamship *Prinz Heinrich* left Shanghai for this port, *via* Foochow, at daylight yesterday, and is due here on or about the 21st inst.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Hatloong	steamer,	from	Coast Ports.
Nanchang	"	"	Canton.
Sultan	"	"	Bangkok.
Invertay	"	"	Chefoo.
Kachidate Maru	"	"	Kutchinotsu.
Siam	"	"	Koh-si-chang.
Congo	barque	"	Manila.
Isaac Reed	ship	"	Kobe.

Aggregating 8,764 tons register.

DEPARTURES.

Mathilde	steamer,	for	Hoihow.
Manila	"	"	Singapore.
Inchdune	"	"	Bangkok.
Store Nordiske	"	"	a cruise.
Benlawers	"	"	Shanghai.
Verona	"	"	Japan.

Aggregating 10,503 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Tatchow	In	Kowloon	Dock.
Columbus	"	"	"
Activ	"	"	"
Anjer Head	"	"	"
Montana	"	"	"
Kutsang	"	"	"
Wandering Jew	"	Cosmopolitan	"
Framnes	"	"	"
Australian	"	"	"
Harland	"	Aberdeen	"

ANOTHER RICKMERS' STEAMER.

On the 12th ult. the *Elisabeth Rickmers* went for a trial trip off the mouth of the Tyne. The steamer has been constructed by Messrs. Wigham Richardson and Co., to the order of Messrs. Rickmers' Reismuhlen Rhederei and Schiffbau A. G., of Bremen, for their Eastern service. She is built of steel, 427 feet in length, 50½ feet beam, and 30 feet in depth, and will carry about 7,200 tons deadweight. The engines are of the quadruple expansion type, self-balanced on the Yarrow, Schlick, and Tweedy system, and working at 215lb. pressure. During the trial the machinery worked in a most satisfactory manner, and, immediately on the conclusion of the trip, the vessel sailed for Middlesborough, under the command of Captain Anderson.

Hotels.

THOMAS' GRILL ROOMS,
No. 2, QUEEN'S ROAD CENTRAL.

THE most Liberal and Choicest *menu* in the FAR EAST.

BREAKFAST, TIFFIN AND DINNER by Monthly contract.

Tenders for BANQUETS and BALL SUPPERS on application.

PICNIC and SHOOTING PARTIES Supplied on the shortest notice—A Speciality.

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THE MANAGER.

Hongkong, 11th January, 1896. [26

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CANTON,
(LATE SHAMEEN HOTEL, CANTON.)

MESSRS. MADAR & FARMER have the pleasure to inform their Patrons, Friends and the Public Generally that, having leased the SHAMEEN HOTEL, they have Refurnished the whole Establishment, and it vastly improved in every department, and have now RE-OPENED it under the more popular Style of VICTORIA HOTEL.

For further Particulars, apply to the
MANAGER
or
NEW VICTORIA HOTEL,
Hongkong.

Hongkong, 10th December, 1895. [307

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MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

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OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day	$ 4.00
One person, per month	$75 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	130.00
Married couple (occupying two rooms) per month	170.00
Extra Bed Room, per month	$40 to 50.00

For further particulars, apply to
THE MANAGER,
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Hongkong, 2nd April, 1896. [27

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Favourable Arrangements made for Families and for Monthly or Extended Periods.

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Hongkong, 3rd April, 1895. [25

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WORLD-FAMED
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THE GREAT BLOOD PURIFIER AND RESTORER.

FOR cleansing and clearing the blood from all impurities it cannot be too highly recommended.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure.

It Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackheads, or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all impure matter.
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS.

Clarke's Blood Mixture is sold in Bottles 2s. 9d. each, and in cases, containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midlands Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture."

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CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture," blown in the Bottle. Without which none are genuine.

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TERMS OF SALE:—Cash on delivery.

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Hongkong, 18th June, 1896. [996

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TOP FLOOR of No. 1, BLUE BUILDINGS—Furnished or Unfurnished.

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Hongkong, 12th June 1896 17

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports TO-MORROW, the 20th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 15th June, 1896. [990

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"TAIWAN,"

Captain Benson, will be despatched TO-MORROW, the 20th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th June, 1896. [989

FOR PENANG AND SINGAPORE.

THE Steamship

"INGRABAN,"

Captain Diedrechsan, is expected to arrive here on THURSDAY, the 18th instant, and will leave for the above Ports (proceeding direct to PENANG and calling at SINGAPORE on the return voyage to HONGKONG) on or about SATURDAY, the 20th instant.

For Freight or Passage, apply to

FOOK CHONG AH-YON & Co., 44, Praya Central.

Hongkong, 15th June, 1896 [982

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENGARRY,"

Captain Fergusson, will be despatched as above on MONDAY, the 22nd instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 12th June, 1896. [929

CHINA NAVIGATION COMPANY, LIMITED.

FOR MELBOURNE.

THE Steamship

"TSINAN,"

G. Ramsay, Commander, will be despatched on TUESDAY, the 30th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th June, 1896. [991

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"

Captain Steeves, will be despatched as above on MONDAY, the 6th July.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th June, 1896. [998

Intimations.

SUMMER REQUISITES.

CITRATE MAGNESIA. SEIDLITZ POWDER.

ENOS' FRUIT SALT.

RASPBERRY CITRATE. WATKINS' SALINE.

FRUIT SYRUPS.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT TABLETS.

PERFUMERY DISINFECTANTS.

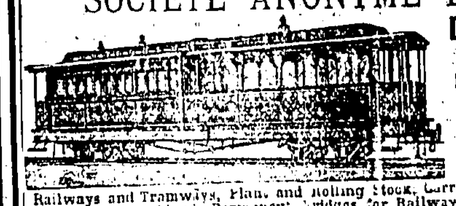
SPONGES.

PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

From WATKINS & CO., APOTHECARIES' HALL.

52]

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN



Capital: £ 300,000

Head Office: 15, Avenue Matignon, Paris

WORKS IN EUROPE:

at Bordeaux (BACALAN), France

at Louvain (DYLE), Belgium

Railways and Tramways, Plain and Rolling Stock, Carriages and Waggons, Wheels, Wheels and Axles combined, Permanent Bridges for Railways, Permanent and portables (demontables) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS FOR Constructing and Working Railways and Tramways



Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for M. OPPENHEIMER and Cie, Paris

TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body-heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

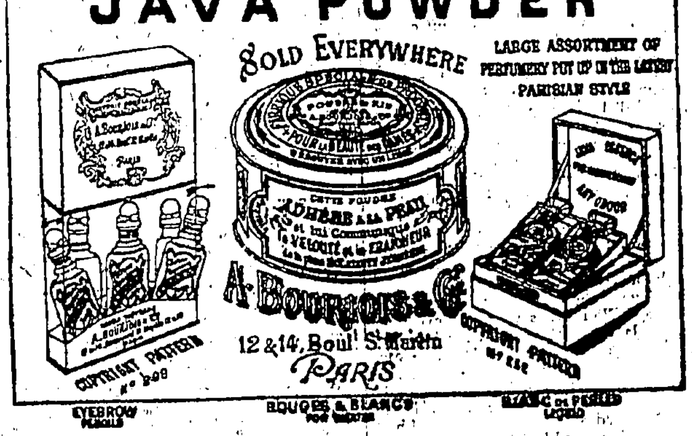
Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

JAVA POWDER

SOLD EVERYWHERE

LARGE ASSORTMENT OF PERFUMERY PUT UP IN THE LATEST PARISIAN STYLE



Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG,"

Captain Finlayson, will be despatched on MONDAY, the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th June, 1896. [980

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th June, 1896. [984

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"CARMARTHENSHIRE,"

Captain Sincock, will be despatched for the above Ports on or about the 27th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 6th June, 1896. [800

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Germania*.....	To JAVA.....	June.
S.S. *Federation* ...	To JAVA.....	July.
S.S. *Cassius*.....	To JAVA.....	August.
S.S. *Cassius*.....	To JAPAN ...	June.
S.S. *Germania*.....	To JAPAN ...	July.
S.S. *Federation* ...	To JAPAN ...	August.

General Agents for China & Japan, LAUTS, WEGENER & Co.

Hongkong, 4th June, 1896. [885

Shipping.

STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

(At Revised Rates.)

THE Company's Steamship

"MOYUNE,"

C. H. Kemp, Commander, will be despatched as above on MONDAY, the 22nd instant, at 5 P.M.

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 18th June, 1896. [924

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above on FRIDAY, the 26th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th June, 1896. [956

SAILING VESSELS.

FOR NEW YORK.

THE 1100 A.r American Iron Ship

"T. F. OAKES,"

E. W. Reed, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 2nd May, 1896. [762

FOR NEW YORK.

THE 3/3 1,81. American Ship

"LUCILE,"

Ballard, Master, will load here for the above Port, and will have quick despatch.

For Freight, &c., apply to

CARLOWITZ & Co.

Hongkong, 2nd May, 1896. [763

FOR SAN FRANCISCO.

THE 1100 A. 1. British Ship

"SOCOTRA,"

Rohde, Master, will load here for the above Port, and will have quick despatch.

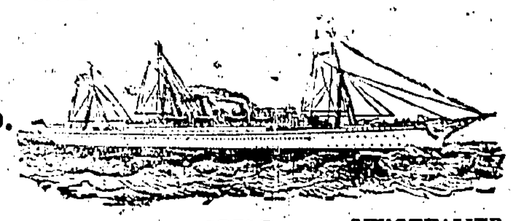
For Freight, apply to

SHEWAN & Co.

Hongkong, 21st May, 1896. [851

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 1st July.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 22nd July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 12th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, *Pedder's Street.*

Hongkong, 10th June, 1896. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 4th July, at Daylight.
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Tuesday, 21st July, at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 8th August, at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th July, 1896, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th June, 1896 [2

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES. &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 14th May, 1896. [40

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 25th June, at Noon.
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Sunday, 12th July, at Daylight.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)...	Wednesday, 29th July, at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, *vid* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 25th June, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day: all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th June, 1896. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.



DISINFECTANT SOAPS

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1896. [9

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ...	Tuesday ...	23rd June.
Preussen	Tuesday ...	21st July.
Sachsen.....	Tuesday ...	18th August.
Bayern	Tuesday ...	15th Sept.
Prinz Heinrich ...	Tuesday ...	13th Oct.
Preussen	Tuesday ...	10th Nov.

ON TUESDAY, the 23rd day of June, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain C. Cueppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 20th June. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 22nd June, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 22nd June. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 30th May, 1896. [875

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma	2,549	Tuesday ...	June 23.
Victoria	3,167	Saturday ...	July 11.
Olympia	2,608	Wednesday	July 29.
Braemar.....	3,601	Sunday ...	Aug. 16.
Tacoma	2,549	Thursday...	Sept. 3.
Victoria	3,167	Monday ...	Sept. 21.

THE Steamship

"TACOMA,"

Captain T. A. Whistler, R.R.N., sailing at Noon, on TUESDAY, the 23rd June, will proceed to VICTORIA, B.C., and TACOMA, Wash., *vid* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 6th June, 1896.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND,"

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 2nd July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Caledonia*, leaving that port on the 24th July for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 18th June, 1896. [432

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, in the city of Victoria, Hongkong.